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Hongkong Daily Press.

ESTABLISHED 1857

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The Daily Press.

HONGKONG, JUNE 1ST, 1908.

It does not seem to us an unreasonable suggestion that the Imperial Government should be asked to compensate the ratepayers of this Colony for the loss of revenue caused by their order to close the opium divans, and a comfortable and quite feasible way of doing so would be to forgive us the annual military contribution. The same Government that so hastily decided to deprive us of a million and a half dollars a year would possibly just as promptly decide to grant a petition asking for such a simple method of restitution. The reformists at Home by whose desire the instructions were sent to Hongkong would possibly appreciate such an opportunity of proving their good faith, and be glad, having chosen the tune, to pay the piper. At any rate, they should be given the chance; it is not like sending them a scolding; there could be no possible harm in asking; and it is almost certain that if we ask for nothing we will get it. There is little to be gained by going over the old arguments to show that we have been paying far too much in the shape of military contribution, and we do not think the argument of our correspondent, that we ought not to have been paying it at all, will impress the Government very much, though it may elicit ejaculatory approval from the ratepayers. The position is so much altered now by the loss of the revenue from opium that it can fairly be represented to the authorities at Home that we can no longer afford to make such contribution. To go

on paying it, and to have to increase the heavy burden already being borne by the Hongkong ratepayer, would seem sufficiently hard to warrant a comparison of our situation with that of the groaning ratepayers of Macao. We sympathise when we read of the exactions made there, for Timor, and for the rapacious officials of Lisbon, and we say such injustice would never be tolerated in an English colony. Yet if the Imperial Government does not excuse us from further military contribution after making such a big hole in our income, we shall not be in much better case than the Macanese, and the irony of the situation will be patent in the fact that Hongkong's ratepayers have been unjustly treated in the name and cause of moral reform.

The English Mail of the 2nd May was delivered in London on the 20th inst.

A special meeting of the Sanitary Board is summoned for this afternoon, for the purpose of considering the question of declaring the Dairy Farm to be free of infection.

Decoration Day was observed by the American cruisers in port on Saturday, a salute being fired at noon, to which the guns of the "Tamer" replied.

Twenty cases of plague were reported during the 24 hours ended noon on Saturday. Thirteen proved fatal. All the victims were Chinese, with the exception of one Indian.

The Master of the German ship "Phranang" reports having passed a large water-logged junk showing one mast above water in latitude 14 degrees 41' North, longitude 112 degrees East.

His Excellency the Governor has been pleased to appoint Mr. W. F. Ford to be a Surveyor of Boats of Unlicensed Steamships under 60 tons, during the absence on leave of Mr. Thomas Neave.

The boy in the employ of Messrs Ruttonjee and Son who stole butter from the shop, stated it in a commissary, and afterwards sold it to a compradore at the Magistracy on Saturday sentenced to three months imprisonment, a similar penalty being inflicted on the compradore.

The following appointments are notified in the Gazette. His Excellency the Governor has been pleased to appoint Lieutenant G. R. Home, 3rd Middlesex Regiment, as the Military Member of the Committee for the Wong-ni-chong and Queen's Recreation Grounds, vice Major H. J. Kelsall, R.G.A.

Fishing with dynamite still continues despite all the efforts of the police to stop it. The master of an Aberdeen fishing junk was on Saturday at the Police Court fined \$25 for being found in possession of a quantity of dynamite and a number of fuses and detonators.

Captain A. E. Hodgins is proceeding Home to bring out a new steamer for the Douglas line. Captain Hodgins who is accompanied by Mrs. Hodgins and their little son left on Friday for Vladivostok where they take the train for Europe.

A cook who received injuries while attempting to commit a burglary in Second Street has just died in the Government Civil Hospital. He was sliding down a water-pot with a bundle of clothing stolen from the house when he lost his balance and fell to the street where he was found in an unconscious condition.

Large numbers of the public took advantage of the facilities placed at their disposal by the Toyo Kisen Kaisha on Saturday afternoon to visit the new turbine steamer "Tenyo Maru." Everybody was delighted with their inspection of this handsome ship. The hospitality of the company was also appreciated.

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council:—Ordinance No. 8 of 1908.—An Ordinance to extend the provisions of The Liquor Licences Ordinance 1898 and to provide for the grant of brewery licenses. Ordinance No. 9 of 1908.—An Ordinance to amend The Evidence Ordinance 1889.

The Government tender "Stanley" had an anxious experience during the week end. It towed a junk to the vicinity of the Gap Rock Lighthouse for the purpose of laying down moorings for the tender, but on arrival there the junkman refused to work and turned for Hongkong. The "Stanley" followed and again took the junk in tow, but the Chinese cut the tow line and sailed for Hongkong. The matter will be investigated at the Marine Court.

STEAMER OVERDUE.

Considerable anxiety is felt in shipping circles regarding the British steamer "Kalgan" which is overdue several days. On her voyage from Iloilo she probably encountered the typhoon of last week and fears are entertained as to her safety. We learn that the British cruiser "Astrea" is under orders to proceed to-day towards Manila to search for the missing steamer.

The "Kalgan" is a steel screw steamer of 2381 gross tonnage, built in Greenock in 1895. Her port of registry is London. She is owned by the China Navigation Company, Limited.

TELEGRAMS.

"DAILY PRESS" EXCLUSIVE SERVICE.

ANOTHER MUNIFICENT GIFT

LONDON, 31st May. Baron Mountstephen, who last week added a lakh to his original gift to the Hospital Fund gives £26,758 to Aberdeen Infirmary.

AN INTERESTING BIRTH.

LONDON, 31st May. A son has been born to the Duke of Norfolk.

Henry Fitzalan Howard, 15th Duke of Norfolk, is the present Duke and Earl of England. He was born in 1847, married first a daughter of Baron Donnington and after her death married in 1904 the Hon. Gwendoline Constance Maxwell, daughter of Baron Harris.

A SHIPPING CASE.

LONDON, 31st May. The appeal against the judgment in favour of the Yangtse Insurance Company, Shanghai, in connection with the collision and damage done by the steamer "Nigretia" has been dismissed.

REUTER'S SERVICE.

PRESIDENT FALLIERES' VISIT TO ENGLAND.

LONDON, May 28th.

M. Pichon, accompanied by M. Cambon had an hour's interview with Sir Edward Grey, at the Foreign Office, and found that they agreed all on political questions. Sir Edward Grey entertained President Fallieres at dinner in the Foreign Office; the Prince and Princess of Wales and Mr. Asquith were present. After dinner Their Majesties and President Fallieres attended a gala performance of the Opera, which was a bower of roses and a blaze of diamonds.

May 29th.

President Fallieres entertained the King at the French Embassy, eighty-five covers were laid, and a service of priceless Stevens from the Elysee was used.

LATER.

President Fallieres has left London.

THE INDIAN FRONTIER CAMPAIGN.

LONDON, May 28th.

Reuter's Simla correspondent wired that the campaign on the Indian frontier is probably over, the Bazaars being the only section of the "Mahratta" who are still obstinate. The troops return on the 1st June.

GREAT BRITAIN AND FRANCE.

LONDON, May 28th. The suggestion of an Anglo-French alliance has been generally discussed by the London papers, the idea being unanimously disapproved.

PRINCE FUSHIMI IN LONDON.

LONDON, May 28th. Prince Fushimi who was accompanied by Baron Koaura was yesterday received in audience by His Majesty King Edward.

RUSSIAN NAVAL DISASTER.

LONDON, May 28th.

The Russian battleship "Peter the Great" went ashore on a reef at Reval, and is badly damaged.

May 29th.

The battleship "Peter the Great" has been re-floated.

THE CHINESE RAILWAY LOAN.

LONDON, May 28th.

The new Chinese 5 per cent Railway loan has been largely over-subscribed. The quotation on the closing of the list stood at three quarters per cent premium.

KING EDWARD'S VISIT TO RUSSIA.

LONDON, May 29th.

Sir Edward Grey, referring to the King's visit to Russia, said that the relations of the two Governments are those manifested by the Anglo-Russian Convention, no treaty or new convention was under discussion nor was it intended to initiate negotiations for one owing to the visit, which he trusted would contribute to the good relations existing.

LATER.

A number of Labour and Radical M.P.s have signed a memorial to the King, opining that in view of the terrible events in Russia and the nature of the Government, His Majesty's visit should not be of an official or of a state character.

CORRESPONDENCE.

THE OPIUM QUESTION.

TO THE EDITOR OF THE DAILY PRESS.

was requisite to meet the needs of the local administration. Few, if any, could perceive the smallest justification for compelling the inhabitants of Hongkong to raise a large surplus revenue in order that the surplus might be remitted to the weakest government in the world.

The percentage of revenue allocated to the payment of the Military Contribution is surplus—it is money wrung from the ratepayers in excess of what is needed by the local authorities to keep the machinery of government in motion, provide for the necessary public works and so forth. The colonists are subjected to more taxation than is necessary, and this is due, as I have just pointed out, to the demand of the Imperial Authorities that we shall annually pay a large sum of money designated a Military Contribution.

I trust I have now made it sufficiently clear that the money paid over annually by this Colony to the Imperial Authorities is obtained by taxing the inhabitants more than there is any necessity too, the military contribution being in fact surplus revenue. It is not expended on the Colony, and that the Imperial Authorities would not be inconvenienced were we to fail to pay up the tribute is as certain as that Hongkong would be retained as a British military and naval station were there not a single merchant or trader in the place. It was occupied as an outpost of our great world-wide Empire and such it will of course always remain.

We have now seen that the Colony is faced with a grave difficulty; that this is recognised by all classes and people of all creeds; that the policy of the Imperial Government has been adversely criticised, and that the large sum paid out of our revenue as a Military Contribution represents so much surplus of the Colony's income. Let us now pass on to consider the ways and means of solving the problem which is at present uppermost in the minds of most ratepayers—How are we to make good the loss of the opium revenue? Condensed in the proverbial nutshell, my reply is "Justice before Generosity." Let me explain. It being admitted that we are to lose \$1,500,000 opium revenue; that we contribute to the Imperial Exchequer \$1,250,000 as a Military Contribution, and that we are already taxed up to the hilt, it stands to reason that the best way out of the difficulty is to cease to be generous enough to contribute to the Imperial Government in order that full Justice may be done to ourselves. In other words, an appeal for Justice must be made through the proper channel and in a manner best suited to the occasion.

In this connection I would suggest that some of our leading citizens—who will, I trust accept my proposal in the spirit in which it is tendered—should organize a public meeting to be held in the City Hall at which every section of the community should be represented, so that action taken at the meeting would in fact be a movement made by the whole body of ratepayers. A Chairman should be elected in the Hall in the usual way. The object of the meeting should then be briefly explained and the Chairman should go on to suggest that the proceedings should be limited to the election of a Committee which would be representative of each section of our large cosmopolitan community, the duty of the Committee being the engagement of some member or members of the legal profession to draw up a Memorial to the Secretary of State setting forth clearly the financial position of the Colony, proving our inability to continue contributing to the Imperial Treasury, and appealing for Justice pure and simple.

The Memorial would of course be signed by hundreds of firms and individuals and be forwarded to London through the good offices of His Excellency the Governor.

I am a firm believer in British Justice and in the love of all Britons for Justice, and I refuse to believe that were the British Government approached by the people through the good offices of the people's chosen representatives a deaf ear would not be turned to the plea for fair play. The Imperial Authorities which imposed the Military Contribution upon us have the power to withdraw it, and it would in my humble opinion be an impertinence to assume that action of the kind indicated would amount only to crying in the wilderness.

It must be borne in mind that the Imperial Authorities are endeavouring to do what they believe to be good not only for China but for the British Empire as a whole, and it may therefore, I think, be safely taken for granted that as soon as the Premier and his distinguished colleague realize that their flat re. the opium trade is, under present conditions, calculated to entail great hardship to the public and no little embarrassment to the local authorities, they will accept the situation as they find it and cease to exact from Hongkong a contribution which it can no longer afford.

The foregoing is just an outline of my ideas on a subject which I gather from Dr. Ho Ka's and other speeches delivered at the Council meeting yesterday is exercising the minds of the general public of Hongkong to a very considerable extent. I have no time to elaborate a scheme and must therefore leave it as it stands trusting to you, Sir, and to others who have the welfare of the Colony at heart to go further into the matter if the suggestions which I have ventured to submit are deemed worthy of careful consideration.

There being no question, the report was adopted on the motion of the CHAIRMAN, seconded by Mr. MACHADO.

Mr. JUPE proposed, and Mr. CLARK seconded, that Messrs. E. Maitland and W. Hutton Potts be re-elected auditors. Carried.

The CHAIRMAN, that concludes the business of the meeting, thanked the members. Dividend warrants will be ready on Monday. Thank you for your attendance.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charnante, Lait Charnante and Special Skin Tonic and Pouder Charnante will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

I shall therefore be much obliged if you will kindly give further publicity to enclosed letter which now contains the necessary correction.

Yours faithfully,
N. E. NICHOLSON,
for Secretary.

Chamber of Commerce;

28th May, 1908.

Sir—I am directed to acknowledge receipt of your letter of 21st instant (No. 3173/108) in which you refer to a provision in the Imperial Merchant Shipping Act 1906 against the employment of seamen on British Ships unless they possess a sufficient knowledge of English to understand the necessary orders, and further, in which you point out the non-application of this proposed regulation to British subjects.

In the opinion of my Committee the inclusion of such a clause in the local Merchant Shipping Ordinance, and its enforcement, would practically compel the fast of British Coasting Vessels engaged in the China trade to go out of Commission, for seamen and firemen with the qualification required are unobtainable, and the proof of British citizenship necessary to obtain exemption from the test cannot be given, for the very good reason that probably ninety-nine out of every hundred men so employed are the subjects of the Emperor of China.

I am directed to inform you that "No. 1" Chinese who speak sufficient English are in charge of the natives working in every department on steamers carrying Chinese crews, and these men are the medium for conveying orders, etc., by the British Officers to the sailors, firemen, &c.

My Committee cannot too strongly support the opinion and endorse the action taken in the matter by His Excellency as stated in the last paragraph of your letter.

TIENSIN.

[FROM OUR CORRESPONDENT.]

May 19th.

SIR ROBERT HART'S SUCCESSOR.
It has already been stated that Sir Robert Bredon, K.C.M.G., has become Acting Inspector General, Imperial Maritime Customs, during the absence on home leave of Sir Robert Hart, and it may now be said that, if it should happen that Sir Robert Hart does not return to Peking, his brother-in-law's permanent succession to the headship of the I.M.C. is practically a foregone conclusion, notwithstanding the somewhat petty and certainly interested hostility to his candidature in some quarters both in China and in England.

Some particulars, therefore, of Sir Robert Bredon's career may be useful in helping towards a conception of the character of the new Inspector General.

BRILLIANT COLLEGE CAREER.

Sir Robert Bredon, who has been Deputy I.G. since 1898, was born at Portslown, Ireland, on February 4th 1848, being the eldest son of the late Alexei der Bredon, M.D., and Katherine, daughter of the late Joseph Bredon, R.N., Statistical Canada. Educated at the Royal School, Dungannon, and Trinity College, Dublin, graduating with honours in both classics and mathematics, he passed (taking first place) for the Army Medical Staff in 1867, and passed (first place) out of Netley the same year.

At the University he had worked so hard and so brilliantly that he was rather taken up by professors and others, and was looked upon as a coming man—possibly as a professor himself.

JOINS THE ARMY.

But for family and personal reasons things were ordered differently, and he joined the Army Medical Service, being then just 21 and the youngest man in the service. He took his degree in medicine and surgery soon after he was 20. Never, moreover, did he get lower than second place—and that only once—in any of his professional competitive examinations.

This gave him a sort of claim for choice of appointment, and he was asked for a regiment at home, and was promptly given the 97th—then, as now, one of the smart regiments of the service. By an odd coincidence in view of Sir Robert's later career, they were known as the Celestials, from their sky blue facings.

A LITERARY PHOTOPIE.

Sir Robert Bredon, it is of interest to note, is one of the successors of Dickens's famous Dr. Slammer, who was regimental surgeon of the 97th at Chatham. In fact Sir Robert is Dr. Slammer's last and only surviving successor, for regimental surgeons were abolished in 1873, and the 97th was disbanded in 1882, and became the West Kents.

Sir Robert served all his time in the Army in the very battalion of the West Kents that was in North China up to 1900, and is now in Singapore.

Talking of Dr. Slammer, one may wonder whether Sir Robert will be the last Inspector General as he was the last 97th surgeon and will the I.M.C. be metamorphosed into something else when Sir Robert goes, as the 97th was?

JOINS THE I.M.C.

Anyhow, in 1873 Sir Robert retired from the British Army, and joined the Chinese I.M.C. In 1897 he retired, but rejoined the same year. In 1879 he married Lily Virginia, youngest daughter of Thomas Crane Banks of San Francisco, and there is one daughter of the marriage, a young lady with remarkable literary abilities and artistic accomplishments for her age.

APPRECIATION OF HIS SERVICES.

Sir Robert Bredon was made C.M.G. in 1903 and K.C.M.G. in 1904. He was given the 2nd Division 2nd Class of the Order of the Double Dragon by the Chinese Government, and holds the following decorations from other sovereigns and Governments:—Officer, Legion of Honour; France; Commander, Order of St. Olaf, Norway; 2nd Class of the Order of the Sword of the Crown of Prussia with Star.

We have previously noted the honour done to Sir Robert Hart by the Chinese Government in giving him the rank of President of a Metropolitan Board. To Sir Robert Bredon on assuming his new position they have given the rank of Provincial Treasurer, which is sometimes translated Lieutenant-Governor. This is the rank which Sir Robert Hart, the Inspector-General, held up to a few years ago, when he began to run far ahead of ordinary Customs work. This rank given to Sir Robert Bredon at the present juncture is a significant honour, on which his friends, foreign and Chinese alike, and they are legion, will warmly congratulate him.

The local native press and the Chinese papers of Shanghai continue to devote space to the Inspector-General, I.M.C., and to the personalitv of Sir Robert Hart. One paper mentions a well known man in Peking who is applying with all his might for the vacant post of the I.M.C. Inspector-General. "No name is given, but he is described as an English subject. Another paper publishes a long article on 'Sir Robert Hart's Past Life in China,' pointing out what are described as his 'merits and mistakes.'

It is to be noted that the Chinese in authority who are concerned in Customs affairs are thoroughly satisfied with both Sir Robert Hart and Sir Robert Bredon. It is the foreigners, both inside and outside the Customs service, who are so keenly discussing the alleged desirability of having a fresh I.G. At a recent river picnic here, for instance, the name of Lord Curzon, of all people in the world, was on the lips of everybody in a crowd representative of the shipping and mercantile interests of Tientsin! Others, again, pretend that Mr. Hippisley's name is one to conjure with in connexion with the final disposal of the Inspector-Generalship. It is somewhat

THE RAILWAY PROBLEM IN JAPAN.

[By Sir Clifton Robinson in the *Times*.] Much attention has been attracted of late to the existing economic and financial conditions in Japan, especially in reference to the scheme recently carried out for the nationalisation of the railway system of the country. The writer has just returned from a visit to Japan, where he had every opportunity of meeting the various authorities and of becoming familiar with the actual position, and bearing in mind the extent to which English railway men and investors are interested in the subject, it is thought that it might be of advantage to place on record what he found to be the facts of the case and the impression these facts made upon him.

It is desirable, in the first place, to look at the circumstances under which the railways of Japan originated. They were not begun until the end of 1869, when, for strategical as well as for commercial reasons, the Japanese Government formed the project of building a trunk line between Tokio and Kioto. The first section, from Tokio to Yokohama, 18 miles in length, was begun in 1870, with the help of English engineers, and finished in 1872, and the remaining sections followed. But although the principle of railway construction by the State had thus been adopted, it was thought wise to encourage private enterprise as well, and in 1881, by which time only 100 miles of State railways were in operation, the Nippon Railway Company obtained a concession for a line from Tokio to Aomori, in the extreme north. At this stage Japanese experience of railways was so limited, the estimates of cost were so uncertain, and the capital involved seemed to be so large that the Government guaranteed the company's dividends, within certain limits.

This experiment led to the expansion of private enterprise side by side with that of the State. An amendment passed in 1883, to the effect that the general laws relating to the Imperial railways should apply also to private railways, was followed in 1887 by the Private Railways Regulations; and these, in turn, were succeeded by the Railway Construction Act of June, 1892, which laid down the programme of a national railway system to be constructed, nominally, by the State, though the Act authorized the Government to grant concessions to private companies in respect to any branch included in the programme but not yet begun by the Government. Some approach to a Japanese "railway mania" followed, and in the year 1896 (immediately preceding the war with China when Japanese enterprise was greatly stimulated) the number of provisional concessions applied for was no fewer than 555, though a large number of these were in respect to quite short railways, many of them for less than 20 miles of line. Under a further Private Railways Act, passed in 1900, the Government reserved to themselves the right to purchase private lines, with their equipment, at the expiration of 25 years from the granting of a permanent concession.

By 1905 the number of railway companies in Japan was 38, owning and operating 3,268 route miles of line (the track mileage being 4,255) as compared with only 1,461 miles comprised in the State system. The construction and operation of these railways, by State and private enterprise respectively, had been attended with many physical difficulties. Japan is not a country exceptionally adapted to railways. Mountains in long ranges or in splendid isolation prevail throughout the provinces; of these over 3,000 feet in height there are no fewer than 76. In many localities the only available railway route is along flat strips of country between these mountains and the sea; while torrential rains and typhoons will convert the narrow streams of one day into raging torrents the next, washing away the railway lines, and dislocating all traffic until repairs or reconstruction can be carried out. To avoid such contingencies the railway between Kobe and Osaka at one point is laid through a tunnel constructed underneath the bed of a river which is especially liable to floods. Then the line from Tidde to Nacetsu runs through a mountain pass with a gradient of 1 in 15 for a length of five miles, included in this distance being a three-mile tunnel. Here the locomotives have recourse to rack and pinion, the cog rail being laid between the running rails.

Although offering many engineering difficulties, the Japanese railways have nevertheless been comparatively cheap to construct on account of the low rate of wages prevailing in that country. Some official figures published in 1903 gave the cost per mile as follows:—State lines, £10,460; companies' lines, 27,239; average, £8.17.

Railway operation in Japan has had its drawbacks, the principal being the severe water competition at many points on the long and straggling coast line which has helped to keep freight rates extremely low. In the result, the receipts from goods in Japan are proportionately less than the receipts from passengers. Even the normal passenger traffic is relatively small, a calculation made a few years ago showing that the average number of journeys per year per head of the population (50,000,000) was only 2.4, while the average distance travelled per head per year was 42 miles. In some parts of Japan the people are still so unfamiliar with railways that streaks of white paint have to be put on the windows of the third-class carriages to warn the passengers not to thrust their heads through what they might otherwise regard as a vacant space.

Private railway companies in Japan are allowed to undertake warehousing and the work of general contractors. They are also permitted to operate collieries and mines, miscellaneous receipts from these sources helping to swell their income.

An official report gives the capitalization of railways in 1903 as follows:

Government Total
Nominal Capital £1,227,221,227,820,614,423,179,389
Actual £1,49,323,23,633,52,35,494,161

The bulk of the money required for the State lines has been raised by loans, the cost of extensions being met in part out of net revenue. The private lines have been constructed with share capital to the extent of 37 per cent., the remainder being raised by debenture bonds or loans, though these are regarded only as temporary expedients to take the place of share capital to be raised subsequently.

The latest available statistics—those for the year ended March 31, 1906—show the general railway position thus:—

State	Companies
Lines open (route miles) 1,705	3,243
Cost of construction £17,834,126 £25,806,377	
Passenger cars 32,471,673	82,645,432
Goods carried (tons) 4,782,211	17,699,393
Receipts from passengers 21,156,671	23,600,301
Receipts from goods 4,510,169	27,050,253
Receipts from miscellaneous 2,455,731	5,035,196
Total receipts £1,16,101	£2,461,000
Total expenditure £1,319,340	£5,573,600
Net receipts 11,26	—
Percentage of net receipts 11,26	—
Capital 7,33	—
Cost of construction £1,550	—
Gross receipts per route mile 2,758	—
Receipts from train mile run 55,14	47,041
Expense per train mile run 25,54	23,004
Percentage to total receipts of 60.5	44.7
Receipts from passengers 36.9	40.6
Receipts from goods 2.6	15.7
Receipts from miscellaneous —	—

Such was the situation when, on March 31, 1906, the Railway Nationalization Law was promulgated in Japan. This law enacted that the State should, within a period of ten years from 1906 to 1915, purchase 17 of the principal private railways having a route mileage of 2,806 miles. The original scheme included 15 other railways, with a mileage of only 333 miles between them; but these were eliminated as being lines of local interest only. The actual purchase price of the 7 lines was between £45,000,000 and £50,000,000, calculated on the following basis quoted from the official translation:—"(a) An amount equal to 20 times the sum obtained by multiplying the cost of construction at the date of purchase by the average ratio of the profit to the cost of construction during the six business terms of the company from the second half-year of 1902 to the first half-year of 1905. (b) The amount of the actual cost of stored articles converted according to current prices thereof into public loan bonds at face value, except in the case of articles which have been purchased with borrowed money."

The Government agreed to hand over the purchase money, within five years from the date of the acquisition of the lines, in public loan bonds bearing 5 per cent. interest calculated at their face value, and to issue a public loan equal to the amount of the purchase price, such loan to be redeemed out of the net profits accruing from the purchased railways, and within, it was estimated, a period of 32 years. Under this scheme six of the 17 railways were taken over by the end of 1906, and the remainder in 1907.

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INSURANCES

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO. 23

Hongkong, 13th August 1908.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.

Agents.

Hongkong, 21st April, 1908. 114

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY. TOTAL FUNDS AT 31st DECEMBER, 1905 217,837,119.

AUTHORIZED CAPITAL... \$25,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL..... 687,500 0

NET FUND FUND..... 3,888,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 27th April, 1907. 1146

NOTICES TO CONSIGNEES

S.S. "TONKIN"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from Havre ex s.s. "Charente," from Bordeaux ex s.s. "Ville de Bordeaux" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co. Ltd. at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 1st June, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st June, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 1st June, at 3 P.M.

No Fire Insurance has been effected.

P. NALIN
Acting Agent.

Hongkong, 25th May, 1908. 2

BOSTON STEAMSHIP COMPANY

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT".

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI, SHANGHAI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO. LIMITED, Agents.

Hongkong, 26th May, 1908. 8

PRIVATE BOARD AND RESIDENCE

M. R. S. G. ILLANDERS

"CLAREMONT", 2 & 4, KENNEDY ROAD.

Hongkong, 9th February, 1907. 563

NOTICE TO CONSIGNEES.

THE Steamer

"SURUGA" FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining unclaimed after the 1st June, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, at which they will be examined on the 2nd June, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., Ltd., Agents.

Hongkong, 26th May, 1908. 8

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"SADO MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON To-day.

Goods not cleared by the 4th June, will be subject to rent.

No Fire Insurance has been effected.

Demaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 23rd May, 1908. 94

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBOROUGH, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENAVON,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at THEIR RISK in the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd. at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 3rd June, will be subject to rent.

No Fire Insurance will be effected.

Damaged packages must be left in the Godowns, where they will be examined on the 3rd June, at 11 A.M.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BEOS & GOW.

Hongkong, 29th May, 1908. 803

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ARCADIA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. Mooltan.

From Persian Gulf ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 4th June, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 28th May, 1908. 1

FOR SALE

FOR SALE.

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price.

PERCY SMITH & SETH,
Accountants & Auditors, &c.,
No. 5, Queen's Road Central.

Hongkong, 16th May, 1908. 833

FOR SALE.

COLLECTIONS OF USED POSTAGE STAMPS.

3,000 all different for ... \$95

2,000 " " " " " \$95

1,500 " " " " " \$35

1,000 " " " " " \$19

ARTISTIC PICTORIAL POSTCARDS,
MICHIGAN ANIMALS,
STAMP, POSTCARD AND OTHER TRADE ALBUMS
AND all Other Philatelic Goods.GRACA & CO.,
Hongkong Hotel Corridor.

Hongkong, 9th May, 1908. 645

SINGON & CO.

THE QUEEN OF TABLE WATERS.

HAS BEEN AWARDED

The Royal Prussian

State Medal, 1902

AND THE

Gold Exhibition-Medal.

Düsseldorf, 1902

GRAND PRIX, St. Louis, 1904

Annual Sale 30,000,000 Bottles

24

SINGON & CO.

IRON, STEEL, METAL and HARD

WARE MERCHANTS. Wholesale

and Retail Ironmongers, Pig Iron and

Foundry Coke, Importers, General Store-

keepers and Shipchandlers. 35 & 37, HING-

LOON'S STREET (2nd Street, west of Central

Market) Telephone No. 515.

660

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.

have now 40,000 Cubic Feet of Cold

Storage available at EAST POINT.

Stores will be open at 10 A.M. and 4 P.M. daily, Sunday

excepted, to receive and deliver perishable goods

G. K. HAXTON, Manager.

Hongkong 1st April, 1908. 43

SANG MOW.

RATTAN AND GRASS

FURNITURE MAKER.

CHAIRS, TABLES, SETTEES &

LONG CHAIRS.

BAMBOO, BLINDS, MATTINGS

in all colours on Sale.

All Orders receive prompt attention.

59, QUEEN'S ROAD CENTRAL,

HONGKONG.

Hongkong, 20th February, 1908. 491

Healthy Children

Can only be reared by giving suitable nourishment—if unable to feed your child, the proper substitute is a food that corresponds

in all respects with human milk. The "Allenbry's" Milk Foods are so prepared as to remove the difference between cow

milk and human milk, and are most easy of digestion. They are alike suitable for the delicate and robust, and will be easily

digested, forming the best means of nourishing a child by hand. The No. 1 Milk Food may be given alternately with the natural food

without fear of causing digestive disturbance.

The Allenbry's Foods.

MILK FOOD NO. 1 MILK FOOD NO. 2

From birth to 3 months. From 3 to 6 months.

MALT FOOD NO. 3

From 6 months and upwards.

A Pamphlet on Infant Feeding and Management, Free.

ALLEN & HANBURY'S LTD., 37, LOMBARD STREET, LONDON, E.C.

MINING STOCKS.—Charbonnages are un-

changed. Raubis have been done and have sellers at \$8.

Chinese Engineering and Mining Com-

panies have been done and have sellers at \$15.

DOCKS, WHARVES, GODOWNS, &c.—Hong-

kong and Whampoa Docks found buyers to a

fair extent at \$103 and \$104, and there are

further buyers at the higher figure.

Goo, Fenwick, as well as New Amoy Docks are

unchanged. Shanghai Docks have improved.

Shanghai quoting buyers at \$1.

Hongkong and Kowloon Wharf and Godown

have been done at rates ranging between \$513

and \$521, the market closing with sellers at \$52.

Shanghai and Hongkew Wharves have

buyers at \$125.

SHIPPING.

ARRIVALS.

BANZI MARU, Jap str., 2,383, J. Yamana, 29th May—Moi 24th May, Coal—Fukusei & Co. BOURBON, French str., 907, Le Ball, 30th May—Saigon 26th May, General—Chinese. CANTON, Swedish str., 2,180, O. C. Nordfelt, 30th May—Moi 25th May, General—Melchers & Co. CHILL, British str., 1,376, J. Warrack, 30th May—Haiphong May 27th, and Hainan 29th, Rice & General—Butterfield & Swire. CHIPSHING, British str., 1,193, F. Mooney, 31st May—Tsinan, Chefoo & Weihaiwei 26th May, General—Jardine, Matheson & Co. CHIYUEN, Chinese str., 30th May—Canton. HAICHING, British str., 1,267, Passmore, 31st May—Coast Ports 30th May, General—Douglas, Lapraik & Co. IYO MARU, Japanese str., 3,918, S. Ishikawa, 31st May—Japan and Shanghai 25th May, Lumber, Cotton Yarn and General—Nippon Yusen Kaisha. KOWLOON, German str., 1,477, A. Enigk, 30th May—Wakamatsu 24th May, General—Hamburg-American Line. KWANGTAH, Chinese str., 1,536, Wm. H. Lunt, 29th May—Shanghai 26th May, General—Chinese. KWONGSANG, British str., 1,541, W. Palmer-Baker, 30th May—Shanghai May 26th, and Swatow 29th, General—Jardine, Matheson & Co. LAISANG, British str., 2,924, E. J. Todd, 31st May—Calcutta May 15th and Singapore 25th, General—Jardine, Matheson & Co. MANILA, German str., 1,168, J. Minson, 30th May—Sydney 5th May, General—Melchers & Co. SHOHSING, British str., 1,307, W. McIntosh, 30th May—Shanghai 26th May, General—Butterfield & Swire. SIGNAL, German str., 950, G. Schlaikier, 30th May—Haiphong May 23rd, Pakhoi 27th, and Hainan 28th, Rice and General—Jesom & Co. TEAN, British str., 1,346, A. W. Outerbridge, 30th May—Manila 26th May, General—Butterfield & Swire.

DEPARTURES.

3rd May. DELTA, British str., for Europe, &c. GLENAVON, British str., for Shanghai. KUTSANG, British str., for Singapore. RAJAH, German str., for Bangkok. SADO MARU, Japanese str., for Kobe. ZAFIRO, British str., for Manila. 31st May. CANTON, Swedish str., for Saigon. CHIANGHUA, German str., for Amoy. HANGSANG, British str., for Swatow. HONGWAN I, British str., for Amoy. J. DIEDERICHSEN, German str., for Hainan. KUTSANG, British str., for Bangkok. KUOKAN, British str., for Canton. KWONGSANG, British str., for Bangkok. MARCELLUS, British str., for Bangkok. MYTLEDENE, British str., for Hankow. EKIDAR, Norwegian str., for Moji. ROMFORD, British str., for Hakodate.

SHIPPING REPORTS.

The German str. *Manila* reports: Typhoon on May 27th and 28th, 16° N and 118° E. The British str. *Clipping* reports: Fog from lat. 24° N to lat. 32° N, thence to port moderate N. E. wind and sea, cloudy and fine.

The British str. *Sheoing* reports: Light variable winds and moderate E. Turnabout, heavy Easterly swell and low barometer.

The Chinese str. *Kwangtung* reports: Anchored Steep Island, dense fog, for 11 hours, thence light to fresh N. E. winds and fine weather with considerable Easterly swell to Brakera Port, thence to port light variable winds.

The British str. *Kwongtung* reports: Fog experienced as far as Heilung, strong N. E. winds and general indications of a typhoon of South of Formosa indicated on 28th May and fine clear weather with light variable breeze and heavy Easterly swell from thence to port.

The British str. *Velox* reports: On Tuesday, the 26th May, in lat. 8° 45' N and Long 109° deg. 33' E encountered a moderate gale with heavy seas from S. Westward and increasing to fresh with strong squalls until subsiding after noon of May 28th, in lat. 14° deg. 49' E and Long 112° deg. 45' E when wind became variable and heavy swell was encountered from N. Eastward which continued until vessel was within half a day of Hongkong frequent rain squalls. Barometer reading very low.

VESSELS IN DUCK.

May 30th.

ABERDEEN DOCKS.— KOWLOON DOCKS—*Sorwong*, *Victoria*, *Fiume*, *Pitman*, *Shawmut*, *H.M.S. Taku*, *Cosmopolitan* DOCKS.—*Henrik Ibsen*.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING," Passmores, will be despatched for the above Ports on WEDNESDAY, the 3rd June, at 11 A.M.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & CO., General Managers, Hongkong, 29th May, 1908. 906

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Post Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Aden, Adiatico, Levantine and South American Ports up to Callao. Taking Cargoes at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.

THE Steamship "ISCHIA," Captain Belotti, will be despatched as above on WEDNESDAY, the 1st June, at noon. For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 29th May, 1908. 4

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & B&W	BERTH	CAPTAIN	POE FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE & C. LONDON & ANTWERP VIA SUEZ CANAL	SUMATRA	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	About 3rd inst.
LONDON & ANTWERP VIA SUEZ CANAL	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 13th inst., at Noon.
LONDON & ANTWERP	GHENEARN	Brit. str.	—	W. Haughton	McGREGOR BROS. & GOW	About 15th inst.
CARDIGANSHIRE	—	—	—	—	—	About 22nd inst.
SEGOVIA	GER. str.	k. w.	Schönfeld	HAMBURG-AMERIKA LINIE	HAMBURG-AMERIKA LINIE	On 8th inst.
SCANDIA	GER. str.	k. w.	v. Döpke	HAMBURG-AMERIKA LINIE	HAMBURG-AMERIKA LINIE	On 15th inst.
DORTMUND	GER. str.	k. w.	Malchow	HAMBURG-AMERIKA LINIE	HAMBURG-AMERIKA LINIE	On 19th inst.
ESTHIA	GER. str.	k. w.	Lüning	HAMBURG-AMERIKA LINIE	HAMBURG-AMERIKA LINIE	On 26th July.
SAXONIA	GER. str.	k. w.	Habel	HAMBURG-AMERIKA LINIE	HAMBURG-AMERIKA LINIE	On 9th August.
SITONIA	GER. str.	k. w.	Eichner	HAMBURG-AMERIKA LINIE	HAMBURG-AMERIKA LINIE	Tomorrow.
CANTON	SWED. str.	—	—	MELCHERS & CO.	MESSEGERIES MARITIMES	Beginning of June.
ERNEST SIMONS	Fr. str.	—	—	N. Ohno	NIPPON YUSEN KAISHA	On 9th inst., at 1 P.M.
KANAGAWA MARU	Jap. str.	—	Jao. str.	T. Grindel	NIPPON YUSEN KAISHA	On 10th inst., at D'light
HAKATA MARU	GER. str.	k. w.	H. Perner	HAMBURG-AMERIKA LINIE	HAMBURG-AMERIKA LINIE	On 23rd inst.
BUELOW	GER. str.	—	S. Clinck	MELCHERS & CO.	MELCHERS & CO.	On 3rd inst., at Noon.
TRISTE	GER. str.	—	—	S. Clinck	SANDER, WIELER & CO.	About 23rd inst.
VORONEJ	Rus. str.	—	—	E. V. Robert	NIPPON YUSEN KAISHA	About 25th inst. of June.
NEW YORK	Brit. str.	—	—	S. Ishikawa	—	On 23rd inst., at 4 P.M.
BOSTON & NEW YORK	Brit. str.	—	—	S. Lapraik	NIPPON YUSEN KAISHA	On 23rd inst., at 4 P.M.
ODDESSA	—	—	—	G. C. Christensen	CHINA COMMERCIAL S.S. CO.	On 11th inst., at 5 P.M.
OCEANO	—	—	—	C. Lindbergh	—	On 15th inst., at 4 P.M.
GHAZEE	—	—	—	K. Homma	—	On 12th inst., at Noon.
EMPEROR OF CHINA	—	1 m.	—	J. Minson	MELCHERS & CO.	On 18th inst., at 5 P.M.
LENNON	—	2 m.	—	T. Harrison	NIPPON YUSEN KAISHA	On 10th July, at Noon.
SHAWMUT	Am. str.	—	—	A. Meeker	MELCHERS & CO.	About 24th inst.
IVO MARU	Jap. str.	—	—	T. Funeso	NIPPON YUSEN KAISHA	To-morrow.
KAGA MARU	Jap. str.	—	—	T. Harrison	OSAKA SHOSEN KAISHA	To-day, at 10 A.M.
MARIE	Jap. str.	1 m.	—	Zwart	—	On 10th inst., at Noon.
TSINAN	Jap. str.	—	—	—	—	Quick despatch.
YAWATA MARU	Jap. str.	—	—	—	—	To be followed by the Steamship
MANILA	Jap. str.	—	—	—	—	"CARNARVONSHIRE"
NIKKO MARU	Ros. str.	—	—	—	—	sailing on or about 10th June, 1908.
VLADIVOSTOK	—	—	—	—	—	For Freight apply to
MOJI	—	—	—	—	—	MCGREGOR BROS. & GOW.
KOBE	—	—	—	—	—	Hongkong, 27th May, 1908. 861
NAGASAKI, KOBE & YOKOHAMA	—	—	—	—	—	"SHIRE" LINE OF STEAMERS.
JAPAN	—	—	—	—	—	For LONDON AND ANTWERP VIA SUEZ CANAL.
CHINGWANGTAN, JAPAN, AMERICA, & C.	AMIRAL MAGON	k. w.	—	T. Stehr	HAMBURG-AMERIKA LINIE	"GLEN" LINE OF STEAMERS.
TSINGTAO, NAGASAKI & VLADIVOSTOK	KOWLOON	Brit. str.	—	F. Mooney	HAMBURG-AMERIKA LINIE	THE Steamship
TIENTSIN	CHIPPING	Brit. str.	—	Malchow	HAMBURG-AMERIKA LINIE	"GLEN" LINE OF STEAMERS.
SHANGHAI, YOKOHAMA & KOBE	DORTMUND	Brit. str.	—	Rud. Meyer	HAMBURG-AMERIKA LINIE	FOR BOSTON AND NEW YORK.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KLEIST	Brit. str.	—	—	—	S. GHAZEE" ... 8th June.
SHANGHAI, YOKOHAMA & KOBE	SLAM	Brit. str.	—	—	—	For Freight and further information, apply to
SHANGHAI, KOBE & YOKOHAMA	POENISSEN	Brit. str.	—	—	—	DODWELL & CO., LTD.
SHANGHAI, MOJI, KOBE & YOKOHAMA	MAITA	Brit. str.	—	—	—	Hongkong, 28th May, 1908. 62
SHANGHAI, YOKOHAMA, KOBE & MOJI	SARDINIA	Brit. str.	—	—	—	CHINA COMMERCIAL S.S. CO., LTD.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NAMASANG	Brit. str.	—	—	—	NOTICE.
SHANGHAI, YOKOHAMA, KOBE & MOJI	TIJMAH	Brit. str.	—	—	—	FOR SALINA CRUZ, MEXICO.
FOOCHOW VIA SWATOW, & AMOY	BUJUN MARU	Brit. str.	—	—	—	THE Steamship
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	—	—	—	"MARIE,"
HUIHOU & HAIPHONG	CHIHLI	Brit. str.	—	—	—	Captain G. E. Christiansen, will be despatched
HOIHOW & HAIPHONG	HUPEH	Brit. str.	—	—	—	for the above Ports via MOJI, JAPAN, on
MANILA	TEAN	Brit. str.	—	—	—	THURSDAY, the 11th June, at 5 P.M.
MANILA	LONGCHANG	Brit. str.	—	—	—	For Freight or Passage, apply to
MANILA	KUBI	Brit. str.	—	—	—	CHINA COMMERCIAL S.S. CO., LTD.
MANILA	YUNSHANG	Brit. str.	—	—	—	Hotel Mansions, Hongkong, 5th May, 1908. 804
KUDAT & SANDAKAN	ZAPERO	Brit. str.	—	—	—	"SHIRE" LINE OF STEAMERS.
BOMBAY VIA SINGAPORE & COLOMBO	BORNEO	Brit. str.	—	—	—	For LONDON AND ANTWERP VIA SUEZ CANAL.
BOMBAY VIA SINGAPORE & PENANG	MOYORI MARU	Jap. str.	—	—	—	THE Steamship
BATAVIA, CHERIBON, SAMARANG, &c.	ISCHIA	Brit. str.	—	—	—	"GLEN" LINE OF STEAMERS.
TSIPANAS	Tsipanas	Brit. str.	—	—	—	FOR BOSTON AND NEW YORK.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES 1908.

<tbl_r cells="3" ix="3" maxcspan="1

POST OFFICE NOTICE

The *Kleist*, with the German mail of the 6th instant, left Singapore on Friday, the 29th inst. at 9 a.m. and may be expected here to-morrow.

	FROM	TO	DATE
Macao	Sui Tai	Monday, 1st	11.15 P.M.
Kobe	Soku Maru	Monday, 1st	2.00 P.M.
Haiphong	Seignol	Monday, 1st	5.00 P.M.
Swatow, Amoy and Foochow	Bujan Maru	Tuesday, 2nd	9.00 A.M.
KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOAKAHI, SHIMODA, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents)		Tuesday, 2nd	9.00 A.M.
Macao		Printed Matter and Samples	10.00 A.M.
Manila		Registration, with late fee of 10 cents, a. m.	10.45 A.M.
Hoifow and Haiphong		Registration, Kowloon B.O.	10.00 A.M.
Bangkok		No late fee	11.00 A.M.
Swatow, Amoy and Foochow		Tuesday, 2nd	11.15 P.M.
Macao	Sui Tai	Tuesday, 2nd	3.00 P.M.
Manila	Tenn	Wednesday, 3rd	8.00 A.M.
Haiphong	Ohishi	Wednesday, 3rd	9.00 A.M.
Wongkoi		Wednesday, 3rd, 10.00 A.M.	
Hatching		Printed Matter and Samples	10.00 A.M.
Macao		Registration, with late fee of 10 cents, up to 10.45 A.M.	
Batavia, Cebulon, Samarang, Soerabaya and Macassar		Registration, Kowloon B.O.	10.00 A.M.
Macao		No late fee	11.00 A.M.
CHENGPE, &c., INDIA VIA TUTICORIN (Letters 11.00 to 11.30 A.M., Extra Postage 10 cents)		Tuesday, 2nd	11.15 P.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		Wednesday, 3rd	3.00 P.M.
Macao		Printed Matter and Samples	10.00 A.M.
Batavia, Cebulon, Samarang, Soerabaya and Macassar		Registration, with late fee of 10 cents, up to 10.45 A.M.	
Macao		Registration, Kowloon B.O.	10.00 A.M.
		No late fee	11.00 A.M.
Sui Tai		Letters, 11.00 A.M.	
Tijpanas		Wednesday, 3rd, 11.15 P.M.	
Sui Tai		Thursday, 4th, 4.00 P.M.	
Empress of China		Thursday, 4th, 11.15 P.M.	
Huapeh		Printed Matter and Samples	2.00 P.M.
Chingshing		Registration, with late fee of 10 cents, up to 2.45 P.M.	
Sui Tai		Registration, Kowloon B.O.	2.00 P.M.
Loonggeang		No late fee	3.00 P.M.
Rubi		Letters, 3.00 P.M.	
Shawmut		Friday, 5th, 8.00 A.M.	
Sui Tai		Friday, 5th, 1.15 P.M.	
Carnarvonshire		Friday, 5th, 3.00 P.M.	
Ernest Simons		Saturday, 6th, 11.00 A.M.	
Iyo Maru		Saturday, 6th, 11.00 A.M.	
Kanagawa Maru		Saturday, 6th, 11.00 A.M.	
Ischia		Saturday, 6th, 11.00 A.M.	
Nikko Maru		Saturday, 6th, 11.00 A.M.	
Maria		Saturday, 6th, 11.00 A.M.	
Yarata Maru		Friday, 12th, 11.00 A.M.	
Vuengang		Friday, 12th, 3.00 P.M.	
Bingo Maru		Friday, 12th, 6.00 P.M.	
Delte		Saturday, 13th	
Tsien		Printed Matter and Samples	10.00 A.M.
		Registration, with late fee of 10 cents, up to 10.45 A.M.	
		Registration, Kowloon B.O.	10.00 A.M.
		No late fee	11.00 A.M.
Manila		Letters, 11.00 A.M.	
Keeling, Shanghai, Moji, Kobe, Yokosha, Shimoda, Yokohama, Victoria and Seattle, Singapore, Penang and Celebute		Tuesday, 18th, 3.00 P.M.	
Singapore, Penang and Bombay		Wednesday, 19th, 11.00 A.M.	
Moji, Salina Cruz and Mexico		Wednesday, 19th, 11.00 A.M.	
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Port Fremantle		Thursday, 20th, 4.00 P.M.	
Manila, Zamboanga, Port Darwin, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Melbourne, Adelaide, Perth and Fremantle		Friday, 21st, 11.00 A.M.	
Keeling, Shanghai, Nagasaki, Kobe, Yokosha, Shimoda, Yokohama, Victoria and Seattle, Singapore, Penang and Celebute		Monday, 15th, 3.00 P.M.	
Moji, Salina Cruz and Mexico		Tuesday, 16th	
Manila, Zamboanga, Port Darwin, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Melbourne, Adelaide, Perth and Fremantle		Printed Matter and Samples	10.00 A.M.
Shanghai, Yokohama, Kobe and Moji		Registration, with late fee of 10 cents, up to 10.45 A.M.	
Keeling, Shanghai, Nagasaki, Kobe, Yokosha, Shimoda, Yokohama, Victoria and Seattle, Singapore, Penang and Celebute		Registration, Kowloon B.O.	10.00 A.M.
Moji, Salina Cruz and Mexico		No late fee	11.00 A.M.
Manila		Letters, 11.00 A.M.	
		Thursday, 18th, 4.00 P.M.	
Namsong		Tuesday, 23d, 11.00 A.M.	

DOCTORS & ANALYSTS

TESTIFY TO THE GREAT HEALTH GIVING PROPERTIES OF OUR

DIAMOND BRAND AMOROSO SHERRY.

PER DOZEN BOTTLES \$18.00

SAMPLES ON APPLICATION TO—

H. RUTTONJEE & SON.

WINE & SPIRIT MERCHANTS.

Hongkong, 1st June, 1908.

88

STORAGE
FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT

No. 235 at NORTH POINT, Suitable

for above Purpose, EXTENSIVE WATER

FRONT, DEEP WATER.

Also, FOR SALE,

Portions of MARINE LOTS Nos. 31 & 36

on PRAYA EAST, Approximate AREA

13,000 SQUARE FT., 300 YEARS LEASE.

For Particulars, apply—

GEORGE FENWICK & CO., LTD.

Hongkong, 8th June, 1908.

84

TO-DAY.

Sale, Household Furniture, "Modroonagh," the Peak, Messrs. Hughes & Hough, 2.30 p.m.

Alhambra, 2.30 p.m.

Banks—

Hongkong & Shantung, 1.25

National Bank of China, 1.25

Bell's Asbestos E. A., 1.25

China-Borneo Co., 1.25

China Light & Power Co., 1.25

China Provident, 1.25

Cotton Mills

Eavo, 1.25

Hongkong, 1.25

International, 1.25

Imperial Kung Mow, 1.25

Soychow, 1.25

Dairy Farm

Docks and Wharves

H. & W. Doek & Co., 1.25

New Amoy Dock Co., 1.25

Shanghai Dock, 1.25

Shun & H. Wharf, 1.25

Fenwick & Co., 1.25

Green Island Cement

Hongkong & C. Gas, 1.25

Hongkong Electric Co., 1.25

Hongkong Hotel Co., 1.25

H.K. Milling Co., 1.25

Institution

Insurance

Canton, 1.25

China Fire, 1.25

China Traders, 1.25

Hongkong Fire, 1.25

North China, 1.25

Union, 1.25

Yangtze, 1.25

SUBSIDIARY COINS

per cent.

Chinese 20 cents pieces, 8.13 discount.

10 " " 8.45 "

Hongkong 20 " " 7.49 "

10 " " 7.75 "

OPIUM

May 30th

Quotations are—

Maiwa New, 250 per picul.

Maiwa Old, 100 "

Maiwa Older, 100 "

Maiwa V. Old, 100 "

Persian fine quality, 100 "

Patai New, 100 "

Patai Old, 100 "

Beaura New, 100 "

Beaura Old, 100 "

Letters, 11.00 A.M.

TUESDAYS EXPECTED.

THE GERMAN MAIL

The I.G.M. str. *Kleist* carrying the German

Mails with dates from Berlin of the 5th ult.

left Singapore on Friday, 26th ult., at 9 a.m.

and may be expected here to-morrow.

The I.G.M. str. *Buelow* left Shanghai via

Foochow on Saturday, the 30th ult., at 6 a.m.

and may be expected here to-morrow at 6 p.m.

THE AMERICAN MAIL

The P.M. str. *Korea* sailed from Yokohama

on the 27th ult., and will be due to arrive in

this port on 6th inst.

THE CANADIAN MAIL

The C.P.R. str. *Empress of India* left

Vancouver on Wednesday, the 13th ult.

am. for Hongkong via the usual ports of call,

BERCHAM STRAMERS.

The J.C.-J. Lijia str. *Tijpanas* from Amoy

may be expected here to-day.

The Danish str. *Siam* left Singapore on

Tuesday morning, the 26th ult., and may be

expected here to-day at noon.

The H.A.L. str. *Sithonia* left Hankow on

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